

# The China Mail.

Established February, 1846.

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號四廿月九年四十八百八千一英

HONGKONG, WEDNESDAY, SEPTEMBER 24, 1884.

日六初月八年申甲

Price, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON: F. ALCOCK, 11 & 12, Clement's Lane, Lombard Street, E.C. 4. GORDON & GORING, Ludgate Circus, E.C. 4. BATES & HIGGINS, 5, Collyer's Alley, E.C. 4. SHAW, WALLACE & CO., 150 & 151, Leadenhall Street, E.C. 3.  
PARIS AND EUROPE: GALLIES & PAINCE, 30, Rue Lafayette, Paris.  
NEW YORK: ANDREW WIND, 21, Park Street.  
AUSTRIA, TASMANIA, AND NEW ZEALAND: GORDON & GORING, Melbourne and Sydney.  
SAN FRANCISCO and American Ports generally: BISH & BLACK, San Francisco.  
SINGAPORE, STRAITS, &c.: SAYLE & CO., 10, Raffles Place, O. K. B. & CO., Malacca.  
CHINA: Messrs. A. A. de Mello & Co., Canton, Quinlan & Co., Amoy, Wilson, Nicholas & Co., Hongkong, Messrs. A. A. de Mello & Co., Shanghai, Lane, Crawford & Co., Hankow, and W. A. Walker, Yokohama, Lane, Crawford & Co., Hongkong.

## Bank.

### THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Act 1862, to 1883.)

LONDON BANKERS: UNION BANK OF LONDON, Ltd. BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:  
At 3 months' notice 3% per annum.  
At 6 months' notice 3 1/2% per annum.  
At 12 months' notice 4% per annum.  
Current Accounts kept on Terms which may be learnt on application.  
J. MELVILLE MATSON, Manager.  
Hongkong, September 15, 1884. 1556

## Prospectus.

### CHINESE IMPERIAL GOVERNMENT SILVER LOAN, 1884.

AUTHORIZED BY IMPERIAL DECREE, Dated 4th December, 1883.

For Dollars 2,789,400.28, equivalent of the sum of 2,000,000 at 7.17, in Bonds of \$500 each Hongkong Currency, bearing interest at 8 per cent. per annum.

The Loan is divided into two portions: (1) \$1,394,700.14 (1 Million Taels) each, and marked respectively A & B.  
The Bonds of Loan A are redeemable at par within 10 years (1894) by three yearly instalments, the first of which will be payable on the 15th March, 1885.  
The Bonds of Loan B are redeemable at par within 10 years (1894) by three yearly instalments, the first of which will be payable on the 15th June, 1885.

The Bonds will bear interest at the rate of 8 per cent. per annum payable yearly, according to the English Calendar, as per annexed Schedule, at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, at the Current Rate of Exchange of the Dollar on Hongkong.

Payment of interest on Loan A will be on 15th March, 1885, and on Loan B on 15th June, 1885.  
The Drawings will take place in Hongkong one month previous to the dates of payment of the Bonds, and the Bonds so drawn will be paid off at par on the respective dates specified, at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, after which date interest on the Bonds so drawn will cease.

Bonds to bearer will be issued on 25th October, 1884, against allotment letter and on payment of the balance due on same from which date the public will receive interest upon the Bonds of both Loans.

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.  
Hongkong, August 25, 1884. 1493

## NOTICE.

### RULES OF THE HONGKONG SAVINGS BANK.

1. The business of the above Bank will be conducted at the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2. The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
3. Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
4. Deposits may be on behalf of relations, trusts, &c., in addition to the depositor's own account.
5. Persons desirous of saving sums less than a dollar may do so by affixing clear-stamped stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clear-stamped stamps the depositor will be credited one dollar.
6. Depositors in the Savings Bank having \$100 or more of their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
7. Deposits may be forwarded from the Hongkong and Shanghai Banking Corporation by Postage Stamps of any value.
8. Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.
9. Each Depositor will be supplied gratis with a Pass Book, which must be produced with the deposit when payment or withdrawal is made. Depositors must not make any entries themselves in their Pass Books but should send them to the beginning of each month and at the beginning of January and July.
10. Covers containing Pass Books, Registered Letters containing Stamps or other Remittances, and generally correspondence as to the business of the Bank will, if marked "On Hongkong Savings Bank Business," be forwarded free of Postage or Registration Fee by the various British Post Offices in Hongkong and China.
11. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of the Pass Book are necessary.
12. All documents connected with the business of the Savings Bank are exempt from stamp duty.

### CHINA FIRE INSURANCE COMPANY, LIMITED.

ADVERTISERS OF BONDS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested to send in to this Office a List of their contributions of Premiums for the year ending 31st December 1883, in order that the PROPORTION OF PROFIT for that year may be paid as BONUS to Contributors.

By Order of the Directors,  
JAS. B. COUGHRAN, Secretary.  
Hongkong, September 1, 1884. 1467

## For Sale.

### Lane, Crawford & Co.

BEG TO ANNOUNCE THAT THEY HAVE NOW OPENED THEIR NEW FURNISHING & HOUSEHOLD DRAPERY DEPARTMENTS.

A very large Stock of entirely NEW GOODS, SPECIALLY SELECTED FOR THE PRESENT SEASON.

CONSISTING OF:

BRUSSEL'S CARPETS, BEST FIVE-STRAND, QUALITY OF PURE WOOLS, FAST DYES, and this year's Choicest Designs. BRUSSEL'S 3rd QUALITY and TAPESTRY CARPETS, durable, moderate in price, and the newest patterns. KENSINGTON CARPETS from \$17 each. These are woven in one piece, bordered, fringed and reversible, they are most artistic and very suitable for Reception and Bed Rooms. A very large Assortment of AXMINSTER, VELVET & SHEEPSKIN HEARTH-RUGS, VELVET and CENTRE CARPETS in all the latest designs. The new English and French TAPES-TRIES for CURTAINS and COVERING FURNITURE. THE MEXICAN TAPES-TRIES from \$1 per yard. A large stock of newest REPS and DAMASKS. EIDER-DOWN, QUILTS and PILLOWS in great variety. CRETONNES, a carefully selected Stock of GORBIN TAPESTRY, CRETETONNES, and REVERSIBLE CRETONNES in art designs. BEDDING of all descriptions, carefully manufactured and of guaranteed quality. BRASS and IRON BEDSTEPS, and CHILDREN'S COTS in great variety. The Patent WOVEN WIRE and the EX-CELSIOR SPRING MATTRESSES in all sizes. HOUSEHOLD LINENS. A very large Stock of the best TABLE DAMASK, LINEN and COTTON SHEETINGS, QUILTS, COUNTERPANES, BLANKETS, &c., at low prices. ESTIMATES given for FURNISHING throughout, or RECOVERING FURNITURE.  
Hongkong, September 15, 1884. 1555

## For Sale.

### W. POWELL & Co.

VICTORIA HOTEL BUILDINGS, QUEEN'S ROAD CENTRAL.

### NEW GOODS, JUST RECEIVED.

Nun's Veilings and Bonnets. Cheap Dress Materials for Autumn. Coloured SATINETS, GALATIA STRIPES. New Patterns in Embroidery. Black Silks, Satins and Velvets. Coloured and White Wool Shawls. Infant's Cloaks, Hats, &c. MUSLIN and LINSE FRILLINGS. PHOTO FRAMES, French Glass WARE, &c., &c.  
White and Black-Bussetts Nets. Spot Nets for Veils. Ribbons in various widths and colours. Black, White and Coloured LACES. Ladies' and Children's Silk Gloves. Straw Hats, Flowers and Feathers. Novelties in Cereal and Wool Work. Cream & Fancy OATMEAL CLOTHES for ditto. HUSBANDRY of all kinds.  
Hongkong, September 23, 1884. 1614

### SAYLE & Co.

BEG TO inform the LADIES and GENTLEMEN of Hongkong that at their AUCTIONS, on

TUESDAY, THURSDAY & SATURDAY,

as per their Advertisement, will offer the Balance of their

### SILK GOODS,

COMPRISING:

BLACK AND FANCY SILKS AND SATINS

in Pieces, Dress Lengths and Remnants.

Also, a few Sets of FUR TRIMMINGS.

An Inspection solicited. Commissions left with Mr. ROOKE from those unable to attend will be executed.

SAYLE & Co., VICTORIA EXCHANGE.

Hongkong, September 20, 1884. 1571

### OVERSTRUNG TRICHORD COTTAGE PIANOS,

by NEUMEYER & Co., WEIDENSLAUER & ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE.

Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, from \$230 to \$250.

On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Apply to Prof. A. VITA, 2, Alameda Terrace.

Hongkong, July 14, 1884. 1159

### THE REPORT OF THE TRIAL OF

LOAN AT CANTON that appeared in the China Mail has been printed in TAMPLEY, FORM, and is now on Sale.

Price, 30 Cents.

Hongkong, October 3, 1883.

## Notices of Firms.

### NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. ALFRED THOMAS MANAGER in our Firm CEASED on the 30th day of June, 1884.

DOUGLAS LAPRAK & Co. Hongkong, September 23, 1884. 1617

### Intimations.

### NOTICE.

THE CRICKET GROUND will be OPEN for PRACTICE and LAWN TENNIS on TUESDAY, the 30th September, and the Opening CRICKET MATCH, "The First Eleven" v. "The Next Eleven" will be played on FRIDAY and SATURDAY, the 3rd and 4th October, commencing at 2 p.m. on FRIDAY (weather permitting).

GENTLEMEN desirous of joining the CLUB, and MEMBERS wishing to play in the opening MATCH are requested to communicate with the SECRETARY at the Hongkong Club.

H. FOSS, Hon. Secretary, HONGKONG CRICKET CLUB. Hongkong, September 23, 1884. 1619

### HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADVERTISERS OF BONDS FOR THE YEAR 1883.

SHAREHOLDERS in the above Company are requested to furnish the Underwriter with a List of their Contributions for the year ending 31st December last, in order that the DISTRIBUTION OF THE PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong, August 15, 1884. 1673

### HOTEL DE L'UNIVERS.

WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly FURNISHED throughout, and there are ROOMS suitable for either MARINE COACHES or SINGLE PASSENGERS.

THE TABLE will be supplied with the BEST of the market can provide.

THE WINES and LIQUORS supplied, both at the Bar and Table will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as DINNERS and SUPPERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD, Proprietor, Hongkong, February 23, 1884. 366

### MESSAGERIES MARITIMES.

THOM MONDAY, the 22nd Instant, Mr. de CHAMPAUX, will, take Charge of this AGENCY.

I. MARTIN, Acting Agent, Hongkong, September 20, 1884. 1597

## Auctions.

### PUBLIC AUCTION.

SAYLE & Co. will continue Selling off by Public Auction, at the 'VICTORIA EXCHANGE,' on

THURSDAY, and

SATURDAY,

the 25th and 27th Instant, respectively, commencing at 2 o'clock p.m. each day.

SAYLE & Co., Auctioneers.

Hongkong, September 23, 1884. 1600

## Shipping.

### Steamers.

### BEN LINE OF STEAMERS.

FOR YOKOHAMA AND HONGKONG.

The Steamship *Benutzer*, Captain Ross, will be despatched as above on or about the 24th Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 17, 1884. 1574

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain Focock, will be despatched for the above Ports on THURSDAY, the 25th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, September 22, 1884. 1606

### FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW CHANG, HANKOW and Ports on the YANGTZE.)

The Steamship *Kiang-lee*, Captain Andrew, will be despatched for the above Port on THURSDAY, the 25th Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, September 22, 1884. 1613

### FOR SHANGHAI.

The Steamship *Beloua*, Capt. W. SCHAEPS, will have immediate despatch as above.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, September 23, 1884. 1620

### THE AUSTRALASIA, CHINA, JAPAN AND STRAITS STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND; through Passage Tickets granted to PORT MORESBY, NEW GUINEA.)

The Steamship *Nugles*, Captain Taux, will be despatched as above on FRIDAY, the 26th Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, September 17, 1884. 1675

### NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY.

The Co.'s Steamship *Compas*, Capt. LAMMER, will be despatched as above on SATURDAY, the 27th Inst., at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, September 22, 1884. 1608

### AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLUMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS.)

The Co.'s Steamship *Electra*, Capt. G. STURZ, will be despatched as above on or about SATURDAY, the 27th Instant, at Noon.

For further Particulars, apply to MEIJERS & Co., Agents.

Hongkong, September 15, 1884. 1647

### UNION LINE.

FOR SHANGHAI.

The Steamship *Indra*, Captain Lowry, due on or about the 26th Inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Hongkong, September 19, 1884. 1588

## Shipping.

### Steamers.

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Taiwan*, Captain DAVIES, will be despatched for the above Ports on SATURDAY, the 27th Instant, at 3 p.m.

This Steamer has superior First-class Passenger Accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 20, 1884. 1594

### OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Admiration*, Captain WILSON, will be despatched as above on SATURDAY, the 27th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 20, 1884. 1598

### FOR LONDON VIA SUEZ CANAL.

The Steamship *Glenloch*, Captain HOOD, will be despatched as above on or about the 27th Instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewards.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 18, 1884. 1582

### FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW CHANG, HANKOW and Ports on the YANGTZE.)

The Steamship *Wing-garry*, Captain TAYLOR, will be despatched as above on MONDAY, the 30th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 23, 1884. 1600

### FOR HONGKONG AND YOKOHAMA.

The Steamship *Sagami Maru*, Captain DAY, will be despatched as above on TUESDAY, the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 23, 1884. 1616

### CHINA NAVIGATION COMPANY, LIMITED.

### DIRECT.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND; through Passage Tickets granted to PORT MORESBY, NEW GUINEA.)

The Steamship *Whitby*, Captain WILSON, will be despatched as above on MONDAY, 6th October.

This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 23, 1884. 1616

### Sailing Vessels.

### FOR NEW YORK.

The 3/3 L.L. American Ship *Great Admiration*, Captain ROWLEY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, September 5, 1884. 1401

### FOR SAN FRANCISCO.

The 3/3 L.L. British Ship *Forest King*, Captain LOCKHART, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, August 9, 1884. 1331

### FOR NEW YORK.

The 3/3 L.L. American Ship *Leviathan*, Captain YEAZS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, September 18, 1884. 1653

### DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned has been appointed Agent for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, UNDOCKING, PAINTING, &c., of Vessels. The Works in connection with the Dockyard are under the direction of experienced officers and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLMES, RINGE & Co., Nagasaki, March, 1884. 643



## For Sale.

**MacEwen, Priokel & Co.**  
No. 10, Queen's Road East,  
(Opposite the Consulate),  
ARE NOW  
LANDING FROM AMERICA:

**POPCAN BUTTER.**  
Eastern and California CHEESE.  
CORNED BEEF, BONELESS.  
PRIME HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb. cans.  
Beau Ideal SALMON in 5 lb. cans.  
Cutting's Dessert FRUITS in 24 lb. cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage MEAT.  
Stuffed PEPPERS.  
Assorted SOUPS.  
Richardson & Robbin's Celebrated Potted MEATS.

Lunch HAM.  
Lamb's TONGUES.  
Omelette BROWDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCOTASH.  
Maple SYRUP.  
Golden SYRUP.  
CRACKED WHEAT.  
HONEY.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
600 lb. "  
900 lb. "  
1,200 lb. "

## 'KAISAR-I-HIND'

CIGARETTES  
in crystallized Boxes of 100 at \$6.50  
per mille.

## SPORTING AND RIFLE GUNPOWDER

in 1-5 Tins.

## AGATE IRON WARE.

INSERTION RUBBER.

## HITCHCOCK PATENT LAMPS.

PERFECTION STUDENT LAMPS.

## PAINTS AND OILS.

TALLOW and TAR.

PITCH and ROSIN.

EXTENSIVE ARRIVALS FROM

ENGLAND.

A LARGE ASSORTMENT OF

STONES,

including:

ALMONDS and RAISINS.

FRESH PLUMS.

TRUSSARDI'S DESSERT FRUITS.

JORDON ALMONDS.

FINE YORK HAMS.

PICNIC TONGUES.

BREAKFAST TONGUES.

FAT DE FOIE GRAS.

Digby CHICKS.

Yarmouth BLOATERS.

Kipped HERRINGS.

Herrings à la SARDINES.

IRISH BACON in this

COOQUATINA.

VAN HOUTE'S COCOA.

ERR'S COCOA.

SPARTAN

COOKING STOVES.

CLARETS

CHATEAU MARGAUX.

CHATEAU LA TOUR, plus & quart.

RED GRAYS.

BREAKFAST CLARET.

SHERRIES & PORT.

SACONNE'S MANZANILLA & AMON-

TILLO.

SACONNE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 5 Star HENNESSY'S BRANDY.

COGNAC'S BRANDY.

FINEST OLD BOURBON WHISKY.

KNARAN'S LI WHISKY.

ROYAL GLENDEE WHISKY.

HOOD'S OLD TOM.

B. & J. BORDY'S IRISH WHISKY.

BOY'S MILE VOICE CORDIAL.

NOTLEY PRAT & CO.'S VERMOUTH.

JAMESON'S WHISKY.

MARSHALL'S

EASTERN CIDER.

CHATEAUBRANDY.

MARASCHINO.

CURACAO.

ASSOCIATED, BAKER'S and ORANGE

BITTERS.

BASS'S ALE, bottled by CAMERON and

SAUNDERS, plus and quarts.

GUINNESS'S STOUT, bottled by E. &

J. BORDY, plus and quarts.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogsheads.

SPECIAL SELECTED

CIGARS.

Five New Season's GUMSHAW TEA, in

5 catty Boxes.

BREAKFAST GONGOU & 25 cents p. lb.

MAISON'S PATENT FIRE-PROOF

SAVES, CASH and PAPER

BOXES, at Manufacturers' Prices.

Hongkong, August 15, 1884.

## Prospectus.

**THE HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.**  
CAPITAL, 500,000 DOLLARS.  
In 10,000 Shares of \$50 each, \$5 payable on Application, \$10 on Allotment, and the Remainder by Calls as required.

**Provisional Committee:**  
The Hon. W. KESWICK (Chairman).  
The Hon. T. JACKSON.  
The Hon. F. D. SASSOON.  
C. P. CHATER, Esq.  
Wm. DUNN, Esq.  
W. H. FORBES, Esq.  
W. K. HUGHES, Esq.  
A. B. JOHNSON, Esq.  
J. A. MOSELY, Esq.  
Wm. WOTTON, Esq.

**THE HONGKONG AND SHANGHAI BANKING CORPORATION.**

**Engineers:**  
Wm. DANBY, Esq., M. Inst. C.E.  
R. K. LEIGH, Esq., Assoc. M. Inst. C.E.

**Messrs. BRERETON, WOTTON AND DEACON.**

**Solicitors:**  
Messrs. BRERETON, WOTTON AND DEACON.

**Temporary Offices:**  
15, PRINCE OF WALES STREET, HONGKONG.

**ABRIDGED PROSPECTUS.**

THE Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong.

Two Special Ordinances (Nos. 6 and 18 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal streets, (the main thoroughfare from the East to the West end, along which the Tramways will be laid), and the immense incessant traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more effective control, having more power of overcoming gradients, and giving better results (pecuniary and otherwise) than horse, compressed air, electricity or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting the undertaking.

Plans and Estimates may be seen at the Office, and the full Prospectus and Form of Application for Shares and every other information may be obtained from

THE SECRETARY AND ENGINEERS,  
No. 15, PRINCE OF WALES STREET,  
HONGKONG.

APPLICATIONS FOR SHARES will be received until the 30th September.

Hongkong, August 7, 1884. 1319

**WANTED.**

FOR THE SINGAPORE & STRAITS PRINTING OFFICE, Singapore, a FOREMAN LITHOGRAPHER.

Apply, with Testimonials, stating Wages expected to

The Manager,

SINGAPORE & STRAITS PRINTING OFFICE, Singapore.

4th September, 1884. 1487

## Prospectus.

**THE NEW ORIENTAL BANK CORPORATION, LIMITED.**  
(Incorporated under the Companies Act 1862-1883, whereby the liability of the Shareholders is limited to the amount of their Shares.)  
CAPITAL \$2,000,000.

Fixed Issue of 100,000 Shares of \$20 Each, Of which 50,000 are Reserved for Issue in India, China, Japan and the Colonies.

**PAYABLE**  
£1 on Application, £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals of not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

**Directors:**  
CHRISTIAN ALPHONSE, Esq., D. L. W. P. Director of the International Bank of London, Limited.

LIONEL R. C. BOYLE, Esq., Of Messrs. Boyle, Campbell, Buxton & Co., 80, Lombard Street, E.C.

W. W. O. R. GILL, Esq., Founder of the Oriental Bank Corporation.

E. F. HARRISON, Esq., C.S.I., Formerly President of the Bank of Bengal.

A. J. MACDONALD, Esq., Late of Sir Charles Forbes & Co., and formerly President of the Bank of Bombay.

SIR BENJAMIN C. O. PINE, K.C.M.G., Oriental Club, Hanover Square, late Governor of Leeward Islands.

GRANT HEATLY TUDHEATLY, Esq., 13, Carlton House Terrace, London, S.W.

**Bankers:**  
THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND (Edinburgh, London and Branches).

**Brokers:**  
Messrs. STEELE, LAWSON & CURTIS, 3, Drapers' Gardens, E.C.

**Solicitors:**  
Messrs. HOLLAND, SON & COWARD, 11, Abchurch Lane, London.

**Interim Secretary:**  
R. T. ROHDE, Esq., Temporary Offices: 40, Threadneedle Street, E.C.

Forms of Application for SHARES may be obtained from the OFFICES of the ORIENTAL BANK CORPORATION, Hongkong.

All Payments on Application for SHARES are to be made to the HONGKONG & SHANGHAI BANKING CORPORATION, who will grant receipts for the same.

Applications for SHARES will be received until the 15th September.

15th August, 1884. 1387

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## Notices to Consignees.

**NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.**  
FROM BATAVIA, SINGAPORE, AND SAIGON.

THE Steamship *Compta*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersecretary for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

**JARDINE, MATHESON & Co.**  
Hongkong, September 22, 1884. 1005

**STEAMSHIP OXUS.**

**COMPAGNIE DES MESSEAGERIES MARITIMES.**

**NOTICE.**

CONSIGNÉES of Cargo per Steamship *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 5 p.m. To-day, requesting it to be landed.

Bills of Lading will be counter-signed by the Undersecretary.

Goods remaining unclaimed after Friday, the 26th instant, at Noon, will be subject to rent and landing charges at 1 cent per package per diem.

All Claims must be sent in to me before the 29th inst., or they will not be recognized.

No Fire Insurance has been effected.

**I. MARTIN,**  
Acting Agent.

Hongkong, September 19, 1884. 1590



H.B.M. gunboat *Land*, Commander G. W. Hill, arrived here this afternoon from Singapore, which port she left on the 17th inst. The *Land* is a 100-ton gunboat, and is expected here on or about 10th October.

The Agents (Messrs. Gibb, Livingston & Co.) inform us that the *S. A. S. S. Oy*, a steamer, left Sydney on 23rd inst., and is expected here on or about 10th October.

The Government Astronomer says: The Barometer has fallen in Luzon but is still rising elsewhere. The *Apogon* forecast by me on the 10th is now N.E. of Shanghai and appears to be moving towards the Sea of Japan.

The Band of the Buffs will play (weather permitting) at the Botanical Gardens, on Friday morning next, commencing at nine o'clock p.m.

God save the Queen.

H. Quinn, Bandmaster.

On Monday last a valuable diamond set, said to be worth fully \$1,000, was stolen from Mrs. Lintz's house. The diamonds were in a box in one of the bedrooms, and it is thought that the thief must have been committed by some one well acquainted with the house, possibly a servant who was discharged from Mrs. Lintz's employ a short time since. The box in which the jewelry had been placed was found in the hands of the police.

In another column we publish a rather extraordinary article from the native papers. It purports to give some details of negotiations between a French Commissioner, and the Chinese General in command in Formosa, for the disposal of the island of Formosa. The Editor of the native paper alleges that the information was supplied by a friend in the Yamen of the Viceroy of Canton. In the introduction to the article it is stated that there may be a substratum of truth in the information. There is another way of valuing the article. The Chinese do not require any teaching in diplomatic wiles, and the native papers here may have been induced to publish this article for a purpose. China, no doubt, is inclined to make the most of French designs on Formosa, thinking that thereby the jealousy of other Western nations may be aroused.

A commentator points out that the refusal of the Chinese here to work on French vessels, or to supply them with coal or provisions, does not arise so much from any feeling of patriotism, as from fear of the consequences of such acts on their part. Rightly or wrongly the Chinese here believe that, if they aid the French in any way, their families or relatives on the mainland will have to suffer for their doing so. I cannot give any instances of punishment of this nature having been meted out, but from conversation with the Chinese in this Colony I know that they have really very little objection to work for the French and to receive their pay, but they believe there are secret informers at work in Hongkong, and that the acts of Chinese here who aid the French will be reported to the mainland. We all know that this mode of punishment is a favourite one with the Chinese.

A reviewer published in another column, dated the 18th inst., states that, in consequence of the representations of Admiral Courbet that it is necessary to employ land forces if China is to be speedily brought to terms, a division of 10,000 men is to be sent to the Far East. He also states that this division is not a new one, but is a re-formation of the 10,000 men. But the term used in the telegram is a "division army," and what this may mean is a matter for conjecture at all events among non-military readers.

Somebody after 10 o'clock this morning a large junk lying at anchor in the harbour, nearly abreast of the Ball's Quay, was seen to be on fire. The alarm was at once given and the tugboat *Proctor* was dispatched from the new Water Police Station at Tsim Sha Tsui, with the Government steam engine, No. 3, and the West Point steam engine, both of which proceeded alongside the junk, rendering assistance possible. Fortunately, however, the fire was quickly extinguished, and the junk lay some distance out in the stream.

About 1.30 a.m. the booms of the junk, which were being used for drying, were seen to be on fire, and the junk was seen to be on fire. The alarm was at once given and the tugboat *Proctor* was dispatched from the new Water Police Station at Tsim Sha Tsui, with the Government steam engine, No. 3, and the West Point steam engine, both of which proceeded alongside the junk, rendering assistance possible. Fortunately, however, the fire was quickly extinguished, and the junk lay some distance out in the stream.

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has not yet been extended to the India dock. Another ingenious application of photography is that evolved by an artist, residing in the Isle of France, who has taken a number of photographs of the state of the port as it leaves the table. The days of the lodging-house cat are, perhaps, numbered.

A characteristic of Brighton this year is, says a correspondent of the *Pioneer*, the absence of driving women. One lady drives a tandem, and at the years spectacles the effect is peculiar. She is constantly on the King's Road, everywhere where there is a crowd, and I must say she drives well. Her husband, at least I presume so, calls her "the lady who drives a tandem." At all a fast-looking woman, quite indeed, a sort of young woman who, if you saw her in Cambridge, you would at once spot as a Girton girl. The spectacles which assist her to see, and which she wears, are of the quiet order. Miss Blanche Varcoe drives a grey pony, with a hideous bull-dog by her side. Lady Aspinall Fullalove does her driving from a mail phaeton; Little Polly Evans of this locality does hers from a Victoria. Some of these fair characters, however, are not to be taken at their word. Lady Savernake, a real lady if you please, is about the worst performer I ever saw. At rate Brighton is the Brighton of old.

OCCASIONALLY some very wonderful remarks appear in the London papers about affairs in the Far East. The following extract from *Life* of August 21 is an extraordinary exhibition of ignorance on the part of the writer. Of course, persons who write for the papers cannot be expected to be familiar with the affairs of the whole world, but it is a pity they do not confine their lucubrations to matters on which they have some knowledge.

A Chinese war would be a misfortune only to the extent to which it might be a war. European troops from the Straits, Pekin and Canton, and the Chinese Government neither would nor would protect them in the event of an open rupture with France. The Chinese trade is a vast and an increasing one, and it is to be hoped that the full force of the French Government will be shown the world that if she has failed in Egypt she can be successful further east. Earl Granville should speak with no uncertain voice, and he should call upon the French Cabinet to accept the offer of the Chinese before they withdraw their troops. China has not been altogether blameless in the matter, and it is only fair that she should pay the price of her imprudence, but it is more blameworthy to try and extort the sum France holds out for. China is not a nation to be trifled with, and she will fight rather than give way.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.  
The first ordinary general meeting of the shareholders in the Douglas Steamship Company, Limited, was held in the offices of the General Managers (Messrs. Douglas & Co.) this afternoon. Those present were Mr. C. D. Bottomley (Chairman), Mr. H. F. D. Saxon, Mr. H. R. Ayres, Messrs. A. P. MacKenzie, B. Layton, (Consulting Committee), and Messrs. H. L. Dalrymple, J. Harmon, T. G. Pocock, J. H. Cox, F. R. O. Wilson, J. Grant and T. L. Davies. The notice calling the meeting having been read.

The Chairman said—Gentlemen, with your permission I will take despatch at 10.15. I have the pleasure to inform you that the year 1923 was very successful for all shipping interests, and especially those engaged in the China coasting trade. There was a very large supply of steam tonnage, freights generally went down, and, I think, it is a fair thing to say that the Coast ports were remarkably small as compared with our previous experience. We were also greatly harassed by the quarantine regulations of this port. They caused us considerable loss, besides disorganizing the line to a great extent. I am sorry to say that the same thing has happened this year. The interruption occurred about a month ago, and owing to that cause, we found it necessary to address a letter to the Committee of the Chamber of Commerce on the subject. The Chamber has taken the matter up, and I am hoping that, in a short time the Government will see fit to modify the regulations. All we ask is that they should be assimilated with those imposed on steamers coming from England. The present, earnings of the line are fairly good, and I am pleased to say that the revenue has been increased by no extraordinary drawbacks during the present year. The trouble between France and China cannot affect us to any serious extent. I shall be happy to answer any questions.

Mr. Dalrymple—I would like to ask a question with regard to the amount (\$60,000) which appears in the hands of the Oriental Bank Corporation, as to whether that amount is on deposit, or on a current account. The Chairman—It was on deposit. It was deposited in the month of February. Mr. Dalrymple—It seems to me that the amount was a large one to deposit with the Oriental Bank. No doubt it was done with the assent of the Consulting Committee, but I think it is inexpedient to place such an amount there. The Chairman—Of course no suspicion existed in our minds that there would be any trouble, and it was done with the approval of the Consulting Committee. Mr. Dalrymple—At the same time I think that the members of the Consulting Committee were aware that there was a certain feeling against placing large sums of money with the Oriental Bank on deposit. The Chairman—I was only pleased to see the report he adopted, and the accounts as presented by him.

The Hon. P. Byrie seconded and the motion was unanimously approved. Mr. Dalrymple—I have much pleasure in proposing that the Hon. P. Byrie, the Hon. S. J. Saxon, Mr. Layton and Mr. A. P. MacKenzie be appointed a Consulting Committee for the current year. Mr. Cox seconded and the resolution was carried. On the motion of the Hon. P. D. Saxon seconded by Mr. Grant, the Committee of Messrs. A. L. Cox and L. H. Layton as auditors was confirmed. The Chairman—That is all the business of the meeting. Mr. Dalrymple—I beg to propose a vote of thanks to the General Managers and Consulting Committee for what may be considered a very satisfactory report under the existing circumstances. I think with reference to the items collected since the 30th June, that it reflects a considerable

amount of credit on the General Managers in having been able to get in their freights so expeditiously.

The Chairman—I thank you very much for your vote of thanks on behalf of myself and the members of the Committee. The meeting then dispersed.

THE MYSTERIOUS DEATH OF A EUROPEAN.  
The inquest upon the body of J. Shanker, which was adjourned on the 22nd inst., was resumed this afternoon at the Magistrate's before the Coroner, Mr. A. G. Wynn, and Messrs W. Parfitt, G. A. F. A. von Wille and J. A. Gutierrez, as a jury.

Inspector Quincey was called and stated that last night he visited the sampans which ply from Pedder's Wharf, and made enquiries with regard to which boats were on duty there on the night of the 18th. He found that the total number of sampans plying for hire there was fifty-four. These were divided into three parties, by the boat people themselves, each division of eighteen boats being on duty at the wharf one night out of three. He tried to find out from the sampans people whether it was the turn of No. 1,376 to be on duty on the night of the 18th but they would give him no information. A number of the lanterns in the sampans were in a very defective state, and some of them had not been in use for months. The custom has been to give the complete set of lanterns to the number of the boat verbally, unless the boat people are specially ordered to show their lantern with the number on it. The mistress of No. 1,376 told the Inspector that it would be her turn to-morrow night, the 19th. If taken in order that boat would, therefore, have been on duty on the night of the 18th. All the sampans people denied all knowledge of a European being taken off at 12 o'clock that night.

Chong Ah, the mistress of sampan No. 1,376, related, said that her boat would be on duty to-night, not to-morrow night. Her last turn was on the 21st and before the 18th and the 19th.

Inspector Thomson said he had made enquiries with regard to deceased's pecuniary position and had ascertained that deceased was \$429 in debt, in different currencies. On the morning of the 16th he had written to Mr. Moseley, one of his creditors, to whom he owed \$150, stating that if he would send at about 8.30 in the afternoon to the store, he would be glad to receive the money. On the next morning, deceased was in receipt of a salary of \$50 per month and all found, and had no money in hand, nor any property of any value.

After a few minutes' consultation, the jury returned an open verdict of "found drowned."

The jury also wished to remark upon the extreme inconvenience to the jurymen of the arrangement by which they have to go out to the mortuary and then return to the court. They suggested that, accordingly, should be provided to hold the enquiries at the mortuary.

LOSS OF SHIP "MINNIE ALLEN" BY FIRE.  
Particulars are to hand by the Maule papers brought up by the steamer *Esmeralda* of the total destruction by fire of the American ship *Minnie Allen*, in Holo Harbour.

The ship had taken on board a full cargo of sugar (15,040 piculs), and was about to start for the United States, when, on the night of the 12th inst., she was discovered to be on fire in the forehold. Efforts were at once made to extinguish the fire. Assistance was obtained from Messrs. K. & Co. (the firm to which the vessel was consigned), the American Consulate and the Harbour Master's Office. All attempts to put out the fire failed, and the vessel was ultimately beached at the mouth of the river Jaru, where she burned to the water's edge.

Captain Spencer, the master and part owner, after placing his wife and children in safety on board the American ship *Farway*, returned to his ship to recover some important papers out of his cabin. In his endeavour to do this, he was overcome by the smoke and heat, and fell down insensible. As he was falling, however, he uttered a cry for help, and this was fortunately heard by a Mr. Prieto, an assistant in the Harbour Master's Office, who, at great risk, rescued Captain Spencer from a cruel death.

The ship and cargo were insured. The remains of the hull were subsequently sold for \$2,250 and the cargo for \$152. A few hours afterwards the original purchaser got rid of his bargain at a profit of \$500. The stores and sundries were sold for \$804.

that the country so coded) was not to be come French property, and granting that China was willing to transfer a portion of territory to him under treaty, where still would be the guarantee that the country would finally revert to China?

The French Commissioner replied: "Should the territory be coded by you, it will unquestionably return to Chinese sovereignty in the end."

The General: "That Patenotre should be placed under sovereignty is decidedly good, but as the French Government, during the recent events, has been put to an immense expenditure of men and money, they might be indignant and refuse to ratify. It is in this present transaction, wrong should be done and troops despatched hither what is there to secure Patenotre's power to control these troops."

The Commissioner: "France could never on such a pretext transport troops to Formosa, and if such a thing were really attempted, Admirals Courbet and Leques, with all the forces at their disposal, would do everything in their power to prevent it; but there is no need for the Chinese Government to be alarmed at so unlikely an occurrence."

The General: "The policy of the Chinese Government in these matters is clear and above board; it would never consent to such a thing as throwing off of allegiance and desertion if you persist in your demand, we shall have to communicate with the French Government for, although we are not friends with France, we do not wish to break faith with her."

At these words, the French Commissioner was startled and changed colour. He said: "I have twice, my friends, requested an answer about this matter, in order to secure the protection of the property belonging to the merchants and people. If the Chinese Government still obstinately refuses to listen to our conditions there is only one alternative left, and that is war." Then taking a copy of the treaty he cast it at the General, and, rising from his seat, retired. When he reached the door he fired a gun loaded with blank cartridge, his whole appearance being most contemptuous and insolent.

With regard to the contents of this paper, says the editor, they are enough to make one's hair stand on end. Patenotre and his colleagues are rebels; their guilt is beyond question. They are altogether worthy of death. We have, he continues, copied four of the articles referred to.

I. Formosa being captured by the troops of Patenotre is his. Other countries will only be allowed to "borrow" land for the purpose of establishing commercial maris at all the large ports of the island, the jurisdiction of the Formosan Government.

II. Chung Shing adjacent to the Kingdom of Formosa (formerly belonged to China and would have reverted to her) together with Keelung, Pengu, Chianhsan, and other islands will be placed under the sole jurisdiction of the Formosan Government.

III. Formosa shall be an independent state but it shall annually forward productions of the soil to the Governments of France and China. But all the taxes shall be levied and paid to the local Government. It shall give no tribute to any other nation.

IV. China will recall all her subjects in Formosa, and not till twenty years have expired will they be permitted to enter the land to trade and lease land on the payment of taxes.

said he wanted the large bundle, and that his friend would return shortly. He took away the large bundle and the next day his complaint came and witness told him what had happened.

Defendant was admitted taking the clothes, and expressed himself as very sorry, was sent to goal for two months' hard labour.

RECOVERING STOLEN GOODS.  
Yau Ah, a Chinese dealer, of No. 21 Hing Ling Street, was charged with an awful possession of stolen property on the 17th inst.

Mr. Holmes appeared for the defence. Inspectors Swanton and Quincey visited defendant's shop on the 17th inst., and searched for some previous cases which had been reported stolen from a cargo boat. They found 130 boxes of the caps, which were identified as part of the stolen property. A man named Wong-1 had been convicted of stealing the caps in a question and had been sentenced to six months' hard labour. No entry had been made by defendant, in the proper book, of the purchase of the caps.

A firewood dealer, called Leung Fong, was in defendant's shop on the 17th inst. September when a man came in and offered to sell defendant over 300 boxes of caps for 15 cents each. Defendant asked how he got so many and the man said he was a sailor and brought them from a foreign country. The defendant agreed to give him 10 cents a box.

Mr. Holmes addressed the Court in defence, holding that the defendant had been negligent in not keeping proper books, but that that was all. The caps were native stores.

Defendant was sentenced to six months' hard labour, for receiving stolen goods.

LARCENY FROM THE TERNION.  
Chan Ah, a coolie, was convicted of stealing a bangle, value 30 cents, from the person of a Chinese complainant, Chan Ah, a married woman, on the 17th inst. Complainant was carrying her child on her back when defendant, who had a knife in his hand, cut the string of the bangle from the child's arm and ran away with the bangle.

He was sentenced to six months' hard labour.

ALLIED LARCENY OF A DIAMOND RING.  
Mong A, a Malay, in the employ of Mr. J. White, was brought up on remand, charged with stealing a diamond ring, value \$70, the property of Francesco S., on the 18th inst.

Mr. S. stated that on the 18th inst. his daughter told him that she had lost a diamond ring. He made inquiries and reported the affair to the police. Defendant was a servant of Mr. White, who lived in the same house as witness. Chung Ng, 12th inst. saw the defendant come into her master's house. She opened a China ornament which was standing on the dining table in her mistress' room. Witness saw her lift up the lid. Defendant had come to look for Mr. White's child which was often in their part of the house. She left the room, taking back the child with her. Witness and her sister saw put the diamond ring into the China ornament.

Defendant, who denied stealing the ring, was discharged.

rule certain, that Spofforth is now fully aware of the deadly advantage which his own known as 'Spofforth's hole' gives his bowling. For instance, after making his hole it is his notorious practice to go to the other end of the pitch, to bat on the 'dangerous' spot. Sometimes indeed the dodge—if it may be so called—tells fatally against his own side. In the last England vs. Australia match Ulyett bowled a fearful pace, not accurately on 'Spofforth's hole,' and the moment he did so the match was virtually won—Pioneer.

TORPEDO GEAR.  
In the ships of war recently built, and in those now in course of construction, the fitting of underwater torpedo gear has been abandoned, the experience derived from the practice of the fleet, not having been altogether satisfactory. This has resulted, extensively for torpedo practice, such as the *Perseus*, the *Polphemus*, and the *Scot* (which is now being built on the Clyde) may continue to be provided with submerged projectiles, but even in these the torpedoes will probably be only discharged from the stern tubes, in consequence of the difficulty of expelling them from the broadside of a ship under way and the impossibility of firing them in a straight line. The best results have hitherto been obtained from the stern tubes, and from the great success of speed which has been realized by the improved Whiteheads and the great impulse which is communicated to them by the general adoption of the air-gun system, there is now no longer any danger to be apprehended from the probability of being over-run and exploded by the torpedo from which it has been discharged. A new arrangement is now being introduced into the *Comperion*, building at Portsmouth, and will also be embodied in the *Scot* and the *Perseus*. In addition to the four sockets of the broadside having a range of 70 degrees before and abaft the beam, or 20 degrees in a fore and aft line, the *Comperion* is having a torpedo port worked in her brass stem on a level with the main deck and consequently high above the water line and her submerged port. The gear and the men will consequently be well under cover. The torpedo, which is 16 feet long and 14 inches in diameter, is inserted in a steel cylinder of just sufficient dimensions to contain the projectile, and is braced, being lined in which the grooves along which the projectile of the torpedoes run are cut. The highly compressed air is admitted at the rear of the tube and the direct contact with the torpedo. In the old system, the impulse was given by means of a piston, the blow from which, when the cylinder was in touch with it was sometimes violent enough to injure the delicate mechanism of the torpedo. When everything is ready for firing, a touch of the firing key releases a brass ball magnetically held in position, the fall of which causes the cylinder to rotate a lever which in its turn releases the safety pin and the torpedo is blown out of the ship. This only mishap, which could possibly attend this method is the discharge of the torpedo before the port door had been opened, and the consequent explosion of the missile on board. This might be supposed to be an imaginary danger, but it has been practically provided against by an arrangement of levers. The port itself is elliptical to allow for the fall of the torpedo in escaping from the ship; but the true position of the cylinder, by the torpedo in falling remains to be determined by careful observations. As the projectile leaves the tube a stud trips the trigger and sets the propelling engine in motion.

CHINA COAST METEOROLOGICAL REGISTER.  
AT 4 P.M.—SEPTEMBER 23.

Station.	Barom.	Therm.	Humid.	Wind.	Sea.	Remarks.
Manila	29.88	83.67	WSW	3 b	—	—
Haiphong	29.98	83.18	SE	3 b	—	—
Hongkong	29.82	82.04	NW	3 b	—	—
Amoy	29.78	84.08	SE	1 b	—	—
Canton	29.70	80.00	NNE	7 or 8	—	—
Shanghai	29.70	80.00	NNE	7 or 8	—	—
Nagasaki	29.80	—	—	—	—	—
Wakatsuki	30.12	80.00	N	1 b	—	—

Station.	Barom.	Therm.	Humid.	Wind.	Sea.	Remarks.
Manila	29.88	83.67	WSW	3 b	—	—
Haiphong	29.98	83.18	SE	3 b	—	—
Hongkong	29.82	82.04	NW	3 b	—	—
Amoy	29.78	84.08	SE	1 b	—	—
Canton	29.70	80.00	NNE	7 or 8	—	—
Shanghai	29.70	80.00	NNE	7 or 8	—	—
Nagasaki	29.80	—	—	—	—	—
Wakatsuki	30.12	80.00	N	1 b	—	—

Station.	Barom.	Therm.	Humid.	Wind.	Sea.	Remarks.
Manila	29.88	83.67	WSW	3 b	—	—
Haiphong	29.98	83.18	SE	3 b	—	—
Hongkong	29.82	82.04	NW	3 b	—	—
Amoy	29.78	84.08	SE	1 b	—	—
Canton	29.70	80.00	NNE	7 or 8	—	—
Shanghai	29.70	80.00	NNE	7 or 8	—	—
Nagasaki	29.80	—	—	—	—	—
Wakatsuki	30.12	80.00	N	1 b	—	—

Station.	Barom.	Therm.	Humid.	Wind.	Sea.	Remarks.
Manila	29.88	83.67	WSW	3 b	—	—
Haiphong	29.98	83.18	SE	3 b	—	—
Hongkong	29.82	82.04	NW	3 b	—	—
Amoy	29.78	84.08	SE	1 b	—	—
Canton	29.70	80.00	NNE	7 or 8	—	—
Shanghai	29.70	80.00	NNE	7 or 8	—	—
Nagasaki	29.80	—	—	—	—	—
Wakatsuki	30.12	80.00	N	1 b	—	—

Station.	Barom.	Therm.	Humid.	Wind.	Sea.	Remarks.
Manila	29.88	83.67	WSW	3 b	—	—
Haiphong	29.98	83.18	SE	3 b	—	—
Hongkong	29.82	82.04	NW	3 b	—	—
Amoy	29.78	84.08	SE	1 b	—	—
Canton	29.70	80.00	NNE	7 or 8	—	—
Shanghai	29.70	80.00	NNE	7 or 8	—	—
Nagasaki	29.80	—	—	—	—	—
Wakatsuki	30.12	80.00	N	1 b	—	—

Station.	Barom.	Therm.	Humid.	Wind.	Sea.	Remarks.
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Haiphong	29.98	83.18	SE	3 b	—	—
Hongkong	29.82	82.04	NW	3 b	—	—
Amoy	29.78	84.08	SE	1 b	—	—
Canton	29.70	80.00	NNE	7 or 8	—	—
Shanghai	29.70	80.00	NNE	7 or 8	—	—
Nagasaki	29.80	—	—	—	—	—
Wakatsuki	30.12	80.00	N	1 b	—	—

Station.</
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## Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of Green Island, vessels use the Hong Kong Shipping of midway between each shore Section.

1. From Green Island to the Gas Works
2. From Gas Works to the P. and O. Co.
3. From P. and O. Co.'s Factory to the P. and O. Co.'s Warehouse
4. From Harbour Master's to the P. and O. Co.'s Warehouse

Vessel's Name	Anchor	Captain
Steamers		
Ambic .....	5 k	Pearne .....

Benladet	5	h	Rod	Brit.	str.	1394	Sept.	22	Gibb, Livingston & Co.		
Bothwell Castle	7	h	Todd	Brit.	str.	1663	Sept.	21	Adams, Bell & Co.		
China	1	h	Wong	Brit.	str.	1448	Sept.	16	Blackett & Co.		
Cornwall	3	h	Lambert	Ger.	str.	1291	Sept.	18	Leitch, Macdon & Co.	Amoy	K'loon Dock
Cryptus	5	c	Lequerre	Frh.	str.	2436	Sept.	17	Messageries Maritimes		
Dona Tully	4	c	Young	Brit.	str.	1200	Aug.	18	Arnhold, Karberg & Co.	Yokohama	
Elektra	4	c	Sturli	A-Hun	str.	2096	Sept.	21	Melchers & Co.		
Eusebiada	5	h	Taylor	Brit.	str.	356	Sept.	24	Russell & Co.	Amoy & Manila	26th inst.
Fama	4	c	Wong	Brit.	str.	1448	Sept.	16	Leitch, Macdon & Co.		Tug Flying
Fidaini	4	b	Brook	Ger.	str.	652	Sept.	23	Wielor & Co.		
Gordon Castle	4	c	Rowell	Brit.	str.	1320	Sept.	19	Adams, Bell & Co.	London	To-day
Hainan	3	k	Woonc	Brit.	str.	281	Nov.	28	H. F. O. & M. S. beat Co.		26th inst.
Harbor	4	c	Grandin	Brit.	str.	1180	Sept.	12	Russell & Co.	Seigon	K'loon Dock
Harbin	3	c	Wong	Brit.	str.	1448	Sept.	16	Leitch, Macdon & Co.		
Horseman	3	c	Thewissen	Brit.	str.	1448	Sept.	16	Leitch, Macdon & Co.		
Kong Beng	2	h	James	Brit.	str.	862	Sept.	22	Yun Fat Hang		
Kwang Lee	4	c	Andrew	Amer.	str.	1807	Sept.	23	Russell & Co.	Shanghai, &c.	To-morrow
Madras	3	c	Piengo	Brit.	str.	1007	Sept.	23	Siemssen & Co.	Seigon	
Marie	3	c	Hochmann	Ger.	str.	704	Sept.	23	Brandao & Co.		

Oxns	5	c	Rapatel	Brit.	3770	Sept.	18	Messageries Maritimes	Cebu, etc.	
Raisby	5	c	Hunter	Brit.	1802	Sept.	20	Adams, Bell & Co.		
Sue Gull	7	h	Haydon	Amer.	48			China Traders' Insurance Co.		
Taiaang			Darvis	Brit.	1808	Sept.	4	Jardine, Matheson & Co.	Canton, etc.	Canton, etc.
Thales	5	h	Pocock	Brit.	1821	Sept.	20	Douglas Steamship Co.		
Thompson	3	c	Whitson	Brit.	1870	Sept.	24	Burterfield & Swire		
Thurist			CMiddle	Brit.	1872	Sept.	22	Shanghai & N. C. Co.	Yokohama	Yokohama
Will of the Wimp	3	c	Owston	Brit.	106	Sept.	19	Puget & Co.	Hankow	Hankow
<b>Sailing Vessels</b>										
Adale	7	c	Schumacher	Ger.	boe	1143	Sept.	8	Melchers & Co.	
Alahabad	7	c	Callum	Ger.	boe	1133	Sept.	18	Arnhold, Karberg & Co.	
Anton Gunther	4	c	Seinbrugg	Ger.	boe	441	Sept.	9	Melchers & Co.	
Caroline	6	k	Thack	Sia. 3m.	358	Sept.	13	Simensen & Co.		
					458					

C. F. Sargent	3	k Atherton	Amer. sh.	1698	Sept.	12	Bornoe & Co.	
Darnmouth	4	kClinton	Brit. bge.	918	Aug.	22	Wialer & Co.	
Ellen	3	cAnthony	Brit. bge.	590	Sept.	14	Order	
Emily Rose	3	cSheldon	Amer. sh.	1488	Aug.	16	Messageries Maritimes	
Execr	7	cWaterhouse	Amer. bge.	404	Sept.	19	Arnold, Karberg & Co.	
Etelle		oSchmieders	Ger. Sm. no.	200	June	20	Butterfield & Swire	
Flores King	3	oLeachart	Brit. bge.	1260	Aug.	21	Russell & Co.	San Francisco
Grandco	3	kRayner	Amer. sh.	1254	Aug.	23	Holliday, Wieg & Co.	Clinton Dock
Great Admiral	3	cRowell	Amer. sh.	1491	Aug.	7	Russell & Co.	New York
Harold Hamfriger	3	cNisolen	Nor. Sm. no.	287	June	16	Captain	Newchwang
Ida	3	oTrotter	Brit. bge.	100	Sept.	16	Order	Cleared

Hyndulu	6	k Edgait	Brit. sh.	1699	Sept.	23	Russell & Co.	New York
Hydia	2	c Bings	Ger. bqs.	785	Sept.	17	Shimase & Co.	New York
Importers	8	c Wessels	Amer. bqs.	1207	Sept.	15	Arnhold, Karberg & Co.	New York
Joanna	4	k Bannau	Ger. bqs.	846	Sept.	13	Carlewitz & Co.	New York
Kambira	4	c Hishner	Brit. sh.	1364	Sept.	23	Nelchers & Co.	New York
Kong Lee	3	k Hansen	Siam. sh.	243	Sept.	10	Capitan	New York
Leonors	5	k Petersen	Amer. sh.	1420	June	10	P. & O. S. N. Co.	New York
Lucia	8	k Crowley	Brit. bqs.	640	Aug.	12	Siamson & Co.	New York

Marie	2	Warrick	Ger.	sh.	1218	Aug.	27 Malchers & Co.	
Matilda	4	Mormyna	Amer.	sh.	948	June	10 Jardine, Matheson & Co.	87 Ann Do
Meredon	3	Cruso	Siam.	bjo.	294	Aug.	23 Chinese.	
Mount Leinster	3	McIntosh	Brit.	skins.	217	Sept.	21 Ohnes.	
Mystic Bells	3	Freeman	Amer.	sh.	717	Sept.	8 Jerome Co., Limited	
Northern Light	2	Gray	Amer.	sh.	1350	June	30 Captain.	
Oberon	7	Parrell	Brit.	sh.	1193	Sept.	12 Russell & Co.	
Sacramento	1	Evans	Amer.	sh.	1454	July	20 Douglas Steamship Co.	
Sarah Higzett	8	Boos	Amer.	sh.	1337	Sept.	14 Arnold, Kurlberg & Co.	Cost' Ann Do

Siamese Crown	3 k	Jorgensen	Sum.	sh.	670	Sept.	18	Captain
Storm King	8 c	Carter	Amr.	sh.	1206	Aug.	26	Ordn.
Tai Lee	3 k	Stulze	Ger.	b-gd	347	Sept.	13	Siamesan & Co.
Tomas E. Marshall	8 c	Parker	Brit.	b-gd	1289	Sept.	8	Arnhold, Karberg & Co.
Tobias	8 c	Hyne	Brit.	b-gd	438	Aug.	24	Wieler & Co.
Timon	3 c	Johnson	Amor.	sh.	934	July	7	Captain
Underside	11 k	Macdonell	Amor.	sh.	1214	Sept.	21	Ordn.
Wandering Jew	8 c	Walpy	Amor.	sh.	1650	Sept.	13	Arnhold, Karberg & Co.
Wilhelm Hoyer	8 k	Hoyer	Ger.	b-gd	1512	Aug.	21	Siamesan & Co.

Her Britannic Majesty's Ships in the China Squadron.							
Name.	Rig.	Tons	Draft.	Guns.	I. & F.	Captain.	Where at.
Albatross	composite screw sloop.	940	4	840	Commander Chas. Hicks	Shanghai	

Champion	corvette	2330	14	Captain A. T. Fowlett	Poochoo
Overpass	corvette	2330	14	Captain H. N. Hippelley	Shanghai
Godchaux	gunboat	466	4	Lieut. Com. Robt. L. Groome	Tahiti
Cunago	corvette	2333	14	Captain Autshuler	Shanghai
Daring	composite boat	940	4	Commander Lawrence Ching	Ningpo
Eak (Tender to Eak)	double-screw gunboat	360	3	In reserve	K'oon Dock
Espeur [Fish]	gunboat	430	4	Commander E. H. Gaudin	Formosa
Flying Fish	sloop	340	4	Captain J. P. Maclean	Nagasaki
Fly	double-screw gun-vessel	640	6	Commander John Hope	Ningpo

Linnets	double-screw gun-vessel	767	5	1066	Commander Geo. W. Hill	Singapore
Merlin	gunboat	430	—	—	Commander R. B. C. Brennan	Fochow
Midge	double-screw gun vessel	465	4	470	Commander Hothan	Fochow
Pegasus	composite screw vessel	1130	6	470	Commander Bickford	Singapore
Supriano	corvette	1370	12	2260	Captain J. R. T. Fullerton	Ainoy
Swallow	double-screw gun vessel	734	2	1010	Commander J. C. Collier	Oxton
Swed	double-screw gunboat	320	2	340	Commander J. Briggs	—
Victor Emmanuel	receiving ship	3087	20	—	Commander Morant	Hongkong
Vigibul	radial gun, half-vessel	335	3	1230	Lieut. Com. Martin	Hongkong

Name.	Flag and Rig.	Tons.	Gun.	H.P.	Captain.	Where at.
Abasco	Russian schooner	1684	7	300	Captain Schanz	Nagasaki
Albatross	Austro-Hungarian gunboat	570	3	—	Commander Wostry	Rhaphaël
Alert	U. S. schooner	511	4	800	Commander C. J. Barclay	Castro
Aspio	French gunboat	1450	—	—	Commander de Voustrures	Poichow
Atalanta	French frigate	4600	—	—	Commander Leve	Hongkong
Bayer	French corvette	6037	14	—	Commander Therapies	Poichow
Chateau Renard	French corvette	1200	—	—	Commander Rollin	Poichow

Da Estophasia	Portuguese corvette	1400	7	—	Captain P. da Costa Cabral	Hongkong
Drac	French corvette	1330	—	—	Commander Ferret	Pootung
D'Estaing	French cruiser	2230	15	—	Captain Colombes	Pootung
Duguay Trouin	French cruiser	2700	14	900	Commander A. L. Pagnon	Pootung
Eclaireur	U. S. corvette	1375	6	800	Commander A. S. Barker	Vietnam
Ernak	Russian transport	1000	4	80	Captain Koloban	Vietnam
Essex	U. S. corvette	1375	6	1200	Commander A. H. McCormick	Seyoon
Gornostai	Russian gunboat	456	5	80	Commander O. W. Starck	Nagasaki
Hamelin	French cruiser	—	—	—	Commander Roustan	On a cruise
Hibis	German gunboat	420	4	240	Lieut. Commander Hötger	Osaka
Juniata	U. S. corvette	825	9	800	Commander P. F. Harrington	Shanghai
La Galissonnière	French frigate	2600	14	4500	Commander L. de Launay	Yokohama
La Galissonnière	Spanish transport	1200	2	—	Lt. Baron Valentin Biscanella	Manila
Lucin	French gunboat	437	6	100	Captain Debar	Sourabaya
Lynn	French gunboat	400	—	—	Commander Blonet	Fuchow
Marques del Duero	Spanish despatch vessel	458	—	250	Captain Jose Calderon	Manila
Minin	Russian frigate	6000	19	—	Captain Grigulitch	Yokohama
Monowocy	U. S. gunboat	1375	6	750	Commander E. J. Higginson	Pootung
Morge	Russian gunboat	400	7	80	Commander Molotov	Yokohama
Nayaznik	Russian corvette	1340	—	170	Captain Salazar	Yokohama
Nemzet	Russian transport	715	4	800	Lieut. V. Yemchuk	Sourabaya

Nire	French troopship	5000	—	—	Commander de Kerembœuf	Saigon
Opatelnik	Russian corvette	1400	8	—	Captain K. Trachten	Shanghai
Osmep	U. S. corvette	2100	—	—	Commander J. J. McGinnis	Shanghai
Palca	U. S. gunboat	908	6	500	Commander G. D. R. Childs	Shanghai
Palca	French gunboat	400	—	—	Commander F. Fournier	Shanghai
Plavir	French gunboat	430	—	—	Commander F. Fournier	Shanghai
Prince Adalbert	German corvette	3380	14	1	Captain Meunier	Foochow
Rabouinik	Russian corvette	1382	12	—	Captain Tillbrand	Japan
Saofie	French corvette	1700	—	—	Commander W. Monin	Saigon
Skobloff	Russian corvette	2100	14	80	Captain Hanoufere	Yokohama
Sokol	Russian gunboat	490	—	—	Commander Boyer	Shanghai
Sokol	German corvette	2030	18	2500	Captain de Nostin	Shanghai
Tungua	Portuguese gunboat	410	—	—	Captain Avila	Macao
Trenton	U. S. frigate	2300	12	—	Captain R. N. P. Lythian	Shanghai
Triumphante	French ironclad	4476	14	240	Captain Baze	Shanghai
Velasco	Spanish corvette	1155	—	—	Captain Emilio Batron	Manila
Villan	French corvette	2440	15	970	Captain	Saigon
Vivette	French gunboat	405	—	—	Commander M. Pizani	Saigon
Vola	French corvette	1380	6	800	Captain Gligon	Haiphong
Vrasion	Russian gunboat	—	6	—	Commander Molchansky	Vladivostok

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